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*RBN* means radio beacon.  
*RCLM* means runway centerline marking.  
*RCLS* means runway centerline light system.  
*REIL* means runway end identification lights.  
*'RR'* means low or medium frequency radio range station.  
*RVR* means runway visual range as measured in the touchdown zone area.  
*SALS* means short approach light system.  
*SSALS* means simplified short approach light system.  
*SSALSR* means simplified short approach light system with runway alignment indicator lights.  
*TACAN* means ultra-high frequency tactical air navigational aid.  
*TAS* means true airspeed.  
*TCAS* means a traffic alert and collision avoidance system.  
*TDZL* means touchdown zone lights.  
*TVOR* means very high frequency terminal omnirange station.  
*V<sub>A</sub>* means design maneuvering speed.  
*V<sub>B</sub>* means design speed for maximum gust intensity.  
*V<sub>C</sub>* means design cruising speed.  
*V<sub>D</sub>* means design diving speed.  
*V<sub>DF</sub>/M<sub>DF</sub>* means demonstrated flight diving speed.  
*V<sub>EF</sub>* means the speed at which the critical engine is assumed to fail during takeoff.  
*V<sub>F</sub>* means design flap speed.  
*V<sub>FC</sub>/M<sub>FC</sub>* means maximum speed for stability characteristics.  
*V<sub>FE</sub>* means maximum flap extended speed.  
*V<sub>H</sub>* means maximum speed in level flight with maximum continuous power.  
*V<sub>LE</sub>* means maximum landing gear extended speed.  
*V<sub>LO</sub>* means maximum landing gear operating speed.  
*V<sub>LOF</sub>* means lift-off speed.  
*V<sub>MC</sub>* means minimum control speed with the critical engine inoperative.  
*V<sub>MO</sub>/M<sub>MO</sub>* means maximum operating limit speed.  
*V<sub>MU</sub>* means minimum unstick speed.  
*V<sub>NE</sub>* means never-exceed speed.  
*V<sub>NO</sub>* means maximum structural cruising speed.  
*V<sub>R</sub>* means rotation speed.

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*V<sub>S</sub>* means the stalling speed or the minimum steady flight speed at which the airplane is controllable.  
*V<sub>SO</sub>* means the stalling speed or the minimum steady flight speed in the landing configuration.  
*V<sub>SI</sub>* means the stalling speed or the minimum steady flight speed obtained in a specific configuration.  
*V<sub>Toss</sub>* means takeoff safety speed for Category A rotorcraft.  
*V<sub>X</sub>* means speed for best angle of climb.  
*V<sub>Y</sub>* means speed for best rate of climb.  
*V<sub>1</sub>* means the maximum speed in the takeoff at which the pilot must take the first action (e.g., apply brakes, reduce thrust, deploy speed brakes) to stop the airplane within the accelerate-stop distance. *V<sub>1</sub>* also means the minimum speed in the takeoff, following a failure of the critical engine at *V<sub>EF</sub>*, at which the pilot can continue the takeoff and achieve the required height above the takeoff surface within the takeoff distance.  
*V<sub>2</sub>* means takeoff safety speed.  
*V<sub>2</sub> min* means minimum takeoff safety speed.  
*VFR* means visual flight rules.  
*VHF* means very high frequency.  
*VOR* means very high frequency omnirange station.  
*'ORTAC* means collocated VOR and TACAN.

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EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 1.2, see the List of CFR Sections Affected appearing in the Finding Aids, section of this volume.

#### § 1.3 Rules of construction.

(a) In Subchapters A through K of this chapter, unless the context requires otherwise:

- (1) Words importing the singular include the plural;
- (2) Words importing the plural include the singular; and
- (3) Words importing the masculine gender include the feminine.

(b) In Subchapters A through K of this chapter, the word:

- (1) *Shall* is used in an imperative sense;
- (2) *May* is used in a permissive sense to state authority or permission to do the act prescribed, and the words “no person may \* \* \*” or “a person may

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not \* \* \*'' mean that no person is required, authorized, or permitted to do the act prescribed; and

(3) *Includes* means ''includes but is not limited to''.

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